

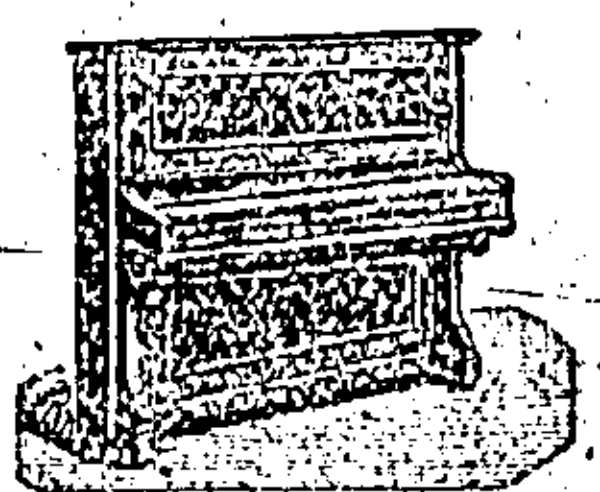
Pyrola, Pyrola, Pyrola.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.
Hongkong, 1st October, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.

Hongkong, 19th August, 1901. [751c]

KELLY & WALSH, LD.

XMAS CARDS.
JUST RECEIVED.

A large assortment of SPECIAL XMAS CARDS containing
LOCAL VIEWS and scenes of CHINESE LIFE with suitable GREET-
INGS printed in gold.
Hongkong, 2nd November, 1901. [690c]

WILLIAM POWELL, LIMITED.

GLOVES! GLOVES!! GLOVES!!!

Ladies' Gentlemen's, Children's unpacked this
morning, new goods in every department.

R. G. HECKFORD,
Manager.

[955c]

THE
ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES
AND GUITARS,
AT
COST PRICE
TO CLEAR PRESENT STOCK.
Hongkong, 3rd October, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.
Hongkong, 15th July, 1901. [777c]

Today's
Advertisements.

CITY HALL! CITY HALL!

TO-NIGHT!
NOVEMBER 2ND.

SAM BENTLEY and THOMAS PHILLIPS,
(10 Stone Cham-
pion of the Army,
Navy and West
of England).

20 ROUND GLOVE CONTEST
FOR THE
LIGHT-WEIGHT CHAMPIONSHIP OF
THE FAR EAST.

TWO SIX ROUND BOUTS
BETWEEN
DEEGAN and LENNARD,
and
MONK and SANFORD.

Doors open at 8 P.M. To commence at 8.30.

TICKETS to be obtained at the CITY HALL
or the NEW VICTORIA HOTEL.
Hongkong, 2nd November, 1901. [1155c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES"
Captain Robson, will be despatched for the
above Ports, on TUESDAY, the 5th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers,
Hongkong, 2nd November, 1901. [1188c]

SHAW, TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ADANA,"
will be despatched for the above Port on or
about the 8th instant.
To be followed by the Steamship
"ASAMA,"
on or about 15th December.
And by the Steamship
"ACARA,"
on or about 31st December.
For Freight, apply to
SHAW, TOMES & Co.,
Agents,
Hongkong, 2nd November, 1901. [1019c]

NOTICES TO CORRESPONDENTS.
[This requested that all communications relating to sub-
scriptions, advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editors,
and not to individual members of the staff.
Communications intended for publication, must be accom-
panied by the name and address of the writer, not necessarily
for publication, but no evidence of good faith.
Whilst the columns of the Hongkong Telegraph will always
be open for the fair discussion by correspondents of all ques-
tions affecting public interests, it must be distinctly under-
stood that the Editor does not in any way hold himself
responsible for opinions thus expressed.]

Intimation.



A. S. WATSON & Co.,
LIMITED.

FLOWER AND VEGETABLE
SEEDS.

FOR THE SEASON
1901-1902.

ARRIVAL OF NEW
SHIPMENTS.

ORDERS EXECUTED FROM
FRESH STOCKS ONLY.

Priced catalogues, with hints on
gardening, may be obtained on
application.

GLAYS FERTILIZER.

10lbs\$1.75
25lbs\$4.50

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 2, 1901.

REUTER'S TELEGRAMS.

REINFORCEMENTS FOR SOUTH
AFRICA.

LONDON, October 31st.
The Cavalry Brigade at Aldershot has
been ordered to be in readiness to proceed
to South Africa within a fortnight.

THE FRANCO-TURKISH
DIFFICULTY.

The Paris newspapers announce the
departure from Toulon of a portion of the
French Mediterranean Squadron for the
Levant, with the object of making a demon-
stration against Turkey.

THE FRANCO-TURKISH
DIFFICULTY.

Admiral Cuillard is in command of the
French squadron which left Toulon under
sealed orders, it is presumed for the Levant.

NARROW ESCAPE OF THE
"OPHIR."

The Ophir which has arrived in the
Solent, reports having narrowly escaped
collision with an iceberg.

THE KING'S HEALTH.

It is stated in the *Lancet* that the un-
favourable rumours concerning King Ed-
ward's health are baseless.

REINFORCEMENTS FOR SOUTH
AFRICA.

The Cavalry Brigade ordered to be in
readiness to proceed to South Africa, at
Aldershot, includes the Seventh Hussars, in
which Prince Arthur, son of H. R. H. The
Duke of Connaught, holds a lieutenant's
commission. Arrangements are being made
to send large drafts of Infantry and Artillery
to South Africa in November.

LOCAL AND GENERAL.

THE BRITISH GUNBOAT *REDPOLE*
has arrived from Shanghai.

MESSRS. KELLY & WALSH are out with
their stock of Xmas cards; that series com-
prising views of Hongkong will command a
ready sale. They are made at home specially
for Messrs. Kelly and Walsh and are extremely
tasteful.

BY KIND PERMISSION of Lieut. Col.
Baillie and Officers, the Band of the 22nd Bom-
bay Infantry will play at the Hongkong Hotel
this evening, from 8 to 9.30 p.m.

PROGRAMME.
Lancers. "Jolly Boys" William.
Selection. "Reminiscences of Scotland" Godfrey.
Valse. "Happy Days" Fred.
Intermezzo. "On the Road to Moscow" Loet.
Song. "Sunshine and Rain" Elmer.
Selection. "Faisles" Sullivan.
"God save the King."

THE MANY FRIENDS of Sergt. "Bob"
MacDonald, who is at present in charge of the
Au Tau District, in the New Territory will be
pleased to hear that he has been re-engaged for
a second period of five years. He completed
his first five years' service to-day, and for hard
work, and good comradeship he has gained a
name not only among his European colleagues
but amongst the Indian and Chinese section of
the force.

BOXING CONTEST TO-NIGHT.

Lumps of money are changing hands over
the contest between Sam Bentley and
Stoker Phillips for the light weight Cham-
pionship of the Far East. Both men are sanguine
of success and to all appearance look fit
to fight for their lives. Phillips will enter
the ring at 13.0lb and Bentley at a few pounds
heavier. The bout between Lennard and
Deegan will be worth witnessing; this is
Lennard's first appearance in a public ring and
if he is trying to make a reputation, now is his
opportunity. It is to be hoped that all will be
in their seats by 8.30 at the latest and refrain
from any applause or expressions of opinion
during the rounds.

TAKE YOUR PICK.

FOR AN OPEN AIR

SATURDAY AFTERNOON.

On the Hongkong Cricket Club ground in
Queens Road the match between a XII of the
club and a team selected by Captain Way-
mouth is proceeding. We shall have some-
thing to say on this match on Monday we
simply append the scores as far as it has gone.

CAPT. WAYMOUTH'S TEAM.
H. R. Hancock 5 Clifton Browne, Ser-
combe Smith 70
C. S. P. Frankland, R.N., b Preedy 7
Bombardier Cooles, b Lee 0
W. E. Dixon, c Sercombe Smith, b Lee 9
Gunner Greatorex, c Coole, b Cox 45
Lieut. Wood, R.N., b Cox 4
Lieut. Bird, Rajputs, b Cox 3
Capt. Cadogan, R.W.F., c Burnie, b Lee 6
A. C. Mackenzie, b Dorehill 8
Capt. Radcliffe, R.A., c Beresford-Ash, b Lee 0
Capt. Waymouth, R.A., b Dorehill 0
Lieut. Ross, R.N., b Lee 23
J. Hooper c Beresford-Ash, b Sercombe
Smith 0
Capt. Clapham, R.A., not out 49
Sergt. Hayward c Sercombe Smith b Lee 9
S. B. S. Morrison, c Preedy, b Lee 10

Total 243

BOWLING.

Preedy one for 43
Lee 7 for 81
Dorehill 4 for 68
Sercombe Smith 2 for 32
Cox 3 for 18

CLUB XII.

F. Maitland, c Cadogan, b Greatorex 5
Lieut. Clifton Brown c Greatorex 9
Lieut. Krickeneck, not out 12
Greatorex and Bird bowling.
Match proceeding.

The Hongkong Football No. 1 Team play
the "A" Company of the R.W.F. on the Club
ground at Happy Valley, kick off at 4.15. S.L.
Jenkins is unable to play for the Hongkong's,
but they have a ripping team and the R.W.F.'s
will have to buck in to get past the defence of
Bennett and Bonnar with Bevan in goal.

The Rangers are booked to play a team from
H.M.S. *Ocean* and they have fallen up against
a pretty stiff lot. Play will commence at 4 p.m.
on the old V. R.-C. ground.

A baseball game will take place and will be
watched with interest at Happy Valley.

The members of the Bowling Club at Kowloon
will be busy this afternoon. Full particulars of
the game will be in our sport columns on
Monday.

The Police will play the Naval Yard at
cricket commencing at 2.30 sharp. The police
team will be picked on the ground.

AT THE MAGISTRACY.

THE SHOOTING OF A CHINAMAN.
Albert Holdaway, 27, of the Water Police
Station, was this morning sent to prison for six
months with hard labour for unlawfully and
maliciously shooting and wounding Chan Pak
You with intent to do him grievous bodily
harm on September 2nd. The charge for
unlawfully and wantonly discharging a re-
volver to the common danger of the public was
withdrawn.

A DRUNKEN EUROPEAN.

J. Daniels, a European, living at 29, Wynd-
ham Street, was charged with assaulting Wong
Kwan, a porter at Pelham House, and stealing
his watch. The evidence tendered showed
that the defendant went to Pelham House early
one morning and, while under the influence of
drink, struck witness on the chest, snatched his
watch and threw it away. Daniels had to pay
\$10 in order to save himself 3 weeks' imprison-
ment.

COTTAM & CO., NEW SCARVES, and
TIES.

WISE AND OTHERWISE.

A correspondent sends me the
Directors following as the latest from Man-
and Shere-chester. I wonder if he has been
holders, speculating in mining shares?
That perhaps would account for the vein of
sarcasm!

Two Manchester men of 10 and 12 years
respectively were promenading, the elder, Joe
by name, struck by a Company promoting bug,
suddenly queried of his chum, "Billy have you
got a ha'penny?" "Yes," answered Billy, "what
for?" Joe replied he had one and by uniting forces
they could buy a penny smoke. This propo-
sition was carried *nem con*. The united financial
resources purchased the smoke, and Joe with
his now envious chum puffed at his smoke
with the air of a Chicago Millionaire.

Billy, getting tired of magnificence to which
he had contributed, asked when his turn would
be. Joe being a born financier replied laugh-
ingly, "Look here young'un. I am the manag-
ing Director of this blooming show, you are
only a shareholder. I shall smoke and you
can spit."

I am quite ready to carry
The Singing out my idea of a Singing
Championship, Championship Contest, Mr.
Editor, if sufficient inducement

offers, but of course, like those who get up
Boxing Championship Contests, I must have
something for my trouble. My idea is that the
Theatre Royal be hired and the usual prices of
\$3, \$2 and \$1 be charged, with about a couple
of hundred \$5 seats on the stage round the ring.

This, with a full house, should leave quite
\$25 over to remunerate the winners, after my
own and other expenses have been deducted,
and to this I would add the 10,000 cash that I
offered last week, so that there should be no
question as to the sterling value of the prizes.
I would divide the competitors into four
classes—

HEAVY-WEIGHTS over 12 stone.
MIDDLE-WEIGHTS between 11 and 12 "
LIGHT-WEIGHTS " " " " " "
Zephyrs under 10 stone

To the winner in each of these contests I
would give 2,500 cash, plus twenty-five per cent.
of what was left after paying my own and other
expenses. The preliminary bouts could take
place anywhere and the four finals be fought
to a knockout at the Theatre

Bulos. The following rule has been suggested

to me by our leading baritone—

1.—At the call of time the two competitors to

leave their respective corners, advance to the
centre of the ring, exchange songs and com-
mence.

2.—Each round to last 3 minutes.

3.—All false notes to count one point against
the utterer.

4.—Marquis of Queensberry rules to be ob-
served throughout the contest.

5.—All fights to be to a finish.

6.—A broken voice to count as a knock-out.

7.—The referee's decision to be final.

Our leading soprano says that of course
all competitors must appear in the ring in
tights and trunks. I don't know what she
means, but if I have anything to do with
it I will have no man on the stage intoxicated,
nor will I have anybody come in a trunk, or
even a Gladstone bag. All should, I think, be
properly and decently dressed. Now, Mr.
Editor, when somebody comes forward to
guarantee my expenses, I will get out the
handbills and posters.

One of the finest suggestions I

The Gentle have heard for preventing late
Reminders, hours is that made by an inventor

who, presumably for the want of
something better to do, has been turning his
attention to a machine that is to remind the
lingering guest that it is "Time, gentlemen,
please." Apparently there is nothing worse
in certain sections of society than the "hanger-

on," the man who cannot take hints and who
barely recognises the straight tip. A square
ornamental mahogany case with a glass front
is to be fixed up, in many private houses and
hotel bars. At closing time it starts to rack
the nerves of the lingerer at the bar, and in
transparent letters announces in a quiet sort of
way that all respectable men ought to leave.
Almost immediately afterwards an ear-splitting
gong begins to ring, and this soon dispels
any wishing to remain behind. The invention
is so arranged that it begins its work
punctually at the hour at which the house must
close, and can only be stopped by the man
who possesses the key. It is already reported
that numbers of these machines are very
effectively working in the North of England
and in Scotland, and I have heard that a few
dozen are being sent out to Hongkong. Of
course there is one disadvantage, for there is no
doubt that keen competition will prevail be-
tween the new show and the old-time "chucker-
out." Many will still prefer being dealt with
by the stalwart man at the door, they know him
and he knows them, and lingering lovers will
miss Pa's gruff tones over the bannisters.

Familiarity has made friends of both, and they
have no wish to have their conservative ways
disturbed. But the machine has many other
possibilities. The innocent and quiet guests who
always remain until every one else has left and
then insist upon discussing the early phases of the
South African question, or the Deceased Wife's
Sister's Bill, might be startled by the announce-
ment that "Chairs are wanted to dust and
clean for to-morrow," or by the intimation,
"Don't be afraid to go; better late than never."

Then again those obnoxious tax-collectors
might be fired out by a constant ringing of the
large gong accompanied by the announcement
that "The master is out, and won't be home
till to-morrow." Why, its uses to society are
incalculable! [Better send one along to the

COTTAM & CO., FOOTBALL KNIC-
KERS

office. Glah! Then perhaps you'll take the
hint now and again when I'm busy and you're
not!—Ed. H.K.T.]

The occasion was the
Rough on Royalty visit of a certain Royal
personage, and the scene
was an up-country town in Australia. The
Royal personage was (whisper it gently) a
little late, and the band had some time before
completed the official portion of their musical
programme. Stirred into action, however, by
the entreaties of their friends, they set to work
upon their general repertoire, and soon the
sweet strains of "Hush! hush! hush! here
comes the Bogen Man!" were heard in all
their transcendent grandness. Scarcely had
the final lines of the chorus been reached than
the Mayor's tremulous voice was heard to say,
"Here he comes," and thousands of eyes were
turned in wondering fright to behold—the
Royal personage.

M. A. P. says that an ex-
cellent club story—which
emphatically deserves to be true,
if it isn't—is told illustrating the truth of what
is so often said, that in King Edward the coun-
try has an eminently practical monarch. A
discussion once arose among a circle of his in-
timate friends as to how they would each meet
a sudden reverse of fortune. One of them
turned to the Prince, and said: "If the Mon-
archy was overthrown here, sir, what would
you do?" The Prince of Wales thought for a
moment and then replied, "Well, I think I
might support my family by lecturing in the
United States upon how it feels to be Prince of
Wales."

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JERRY-BUILT JINGLES.

(SECOND-HAND MATERIALS USED ONLY.)
(BY THE TELEGRAPH L.Y.R.E.)

N.B.—The Editor does not hold himself
responsible for either fact or fiction emanating
from the pen of the L.Y.R.E.

AN ARTLESS ALPHABET.

A stands for ARCHITECT, here in Hongkong
I'm told it is merely a name!

B is for BRICKS of a delicate blue,
Certain to melt in the rain;

C stands for CARE, which is not exercised
in erecting a tenement house.

D is a WORD which is frequently heard
From a tenant who has any nous.

E is ENQUIRY, otherwise farce,
Held on a building collapse.

F is the FEAR that's inspired in all
Living in patent man-traps.

G is the GREED and's responsible for
Most of the Colony's woe.

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Held on a building collapse.

F is the FEAR that's inspired in all
Living in patent man-traps.

G is the GREED and's responsible for
Most of the Colony's woe.

H is a PLACE where, the parsons say,
Rascally builders go.

I is IMPERTINENCE, shown by the LYRE
In writing such scurrilous rot.

J are the JOISTS, which frequently break
Sending the tenants to pot.

K is the KILLED—there were forty and three
Bagger in the last little fall.

L is the LIME that the builders don't use
In bonding a party wall.

M is the MONEY, collected for rent
From a skyscraper building tall.

N is the NEBULOUS quantity,
The breaking strain of a wall.

O is the OWNER opulent
Who deviates from the plan.

P is the PARCHMENT mentioned above,
Drawn by the Architect man.

Q is the QUERY that never is put,
The inspection that never is made.

R is the RUIN that follows apace
After the builder's paid.

S is the SHAME that he does not feel,
Nought can humiliate Cain!

T are the TILES that the beams won't bear
After a shower of rain.

U is the USELESS work put in, but
Never pulled down again.

V is the VALUE of human life,
Never considered out here.

W is WISDOM, a word unknown
Till taught by the master, Fear.

X is the EXCELLENT speech that's made,

IS IT TRUE?

That the Sanitary Board are considering the advisability of converting the water-carts into bathing machines?

That the feather-light, middle-and-heavy-weight champions of the Colony, to the number of several score, are searching for Gilah armed with clubs and knuckle-dusters?

That the Victoria Recreation Club is considering the advisability of looking into the question of Championship?

That the Hon. the Director of the Rats-chers is to be invited to a seat on the Legislative Council?

That Chater Road, Kowloon, is being taken in hand by the Public Works Department at last?

That the Amateur Dramatic Club have selected a farce entitled "Doris Brown, or Blasted Hopes," as being the most appropriate to present during the coming Cricket week?

That frock coats and top hats are to be worn by the members of the Hongkong Club when they throw their retreat open to the ladies?

That the fleet will tug torpedo nettings all round the Cricket Ground to protect the public from the furious drives of our visitors.

That a certain legal luminary has threatened to eat his wig if Hongkong does not come off victorious?

That the Medical Authorities are making extensive preparations for the delicate operation anticipated in consequence of the above threat?

That the coolies in charge of the Cricket Ground have reported the discovery of some what fragile spheroidal bodies of a white colour on the pitch.

That the Cricket Club naturalist has pronounced the above bodies to be undoubtedly the ovarian deposit of a bird belonging to the order Anseres?

That the Cricket Club prophet, upon being informed of the fact, wept bitterly, and spoke of evil omens?

HONGKONG SHARE MARKET.

HONGKONG, Friday, November 1st. Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

A fair general business has been transacted during the week at steady rates. The Dairy Farm Company, Limited, has advertised its Fifth Ordinary Annual Meeting for the 16th November. The transfer books will be closed from to-morrow, the 2nd, to the 16th instant, both days inclusive. Banks.—Hongkong and Shanghai Banks have further advanced in London to £63, but locally the stock has ruled quiet at \$625. Nationals are to be had at \$27½. Marine Insurances.—Unions have further improved and are enquired for at \$335. China Traders have been sold at \$38. Cantons have sellers at \$157. Fire Insurances.—Hongkong Fire can be placed \$365. China Fire is procurable at \$85. Shipping.—Hongkong, Canton and Macao Steamboats are in strong demand at \$35, after sales at the rate. Indo-China continue quiet at \$150. Douglas Steamships, after a long spell of dullness, have found buyers at \$47. China and Manilla are on offer at \$63. In other stocks under this heading there is nothing to report. Refineries.—China Sugars, after sales at \$152, and \$153 are now in strong request at \$153. Luxons are a dead letter at \$35. Mining.—Punjoms have been the medium of a fair business at various prices up to \$34, and close with further enquiries. Raubs are firmer with buyers at \$14. Jelabus are quoted at \$44. Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have been negotiated at \$287½ and \$292, at which latter rate more shares are wanted. Kowloon Wharfs have improved their position, and transactions at \$96 and \$97 have taken place. Lands, Hotels and Building.—Hongkong Lands are in the market at \$193. Kowloon Lands have jumped to \$34, and are in request at this price. West Points have been fixed at the advanced rate to \$66. Hongkong Hotels have fluctuated between \$137 and \$138, at which rates sales have been effected, the market closing with further buyers at \$139. Oriente Hotels are offering at \$48. Humphreys Estate are in demand at \$134. China Providents have again changed hands at \$94. Cotton Mills.—Ewos and Laon-kung-mow have gone up to \$15, 46 and \$16, 50 respectively in Shanghai. Cigar Companies.—Are unaltered. Miscellaneous.—Green Island Cements have been disposed of at \$22, and more shares are wanted at \$22½. A. S. Watsons are asked for at \$124. Electric, old, are unchanged; the new shares have been done at \$94, and have further buyers. Robes can be sold at \$180. Ices are in demand at \$184. Daily Farms have risen to \$9, and Steam Waterboats to \$82 buyers. Manila Investments have been parted with at \$47.

COLONIAL GOVERNORS AND FOREIGN FLAGS.

Our Colonial Governors have a curious preference for foreign over British-owned steamers. One of them, Sir West Ridgeway, was criticised in the House of Commons not long ago for coming home from Ceylon in a German vessel. Unmindful of that warning precedent, Sir George O'Brien, Governor of Fiji, has voyaged from Australia in a French steamer, although he had the choice of half a dozen British liners. Possibly it is a question of coo'ery.—Daily Chronicle.

COTTAM & CO. CRICKETING HATS AND CAPS.

THE PIRACY AT TAI HO.

FURTHER DETAILS.

Investigations into the supposed seizure by pirates of the steam launch *Ut Fat* have been made during the past few days, and it has transpired that the launch belonged to Cheung Po, of 36, Wing Kut Street. The launch has been running regularly for some time past between Hongkong and Fung Chung and Tai Ho, carrying goods for the shop-keepers there and bringing back fish to this Colony. On Tuesday night on her arrival at Tai Ho, and after passengers and cargo had been discharged the captain and two members of the crew went on shore, leaving nine men on board. It is stated that shortly afterwards a party of Chinese, variously described as consisting of from twenty to thirty persons, came off in boats, boarded the launch and overpowered the crew. The crew were batted down, with the exception of the engineer and two stokers, whose services the pirates took advantage of for the running of the launch, enforcing their commands by means of loaded revolvers.

When the pirates had secured the crew they ordered the engineer to steam up the river. The crew, with the exception of the engineer and the stokers were kept under hatch by the pirates until they were nearly at Taiping, when by some chance the launch ran aground. Fearing the danger of capture, the pirates speedily scurried off, and the imprisoned crew were released by the engineer and the stokers, no damage was done to the launch and the pirates secured only a small quantity of clothing and exchanged a revolver found on board.

When the tide rose the launch was floated off the shore and navigated up the river towards Taiping, where a Chinese Customs cruiser found her later. The Chinese authorities made inquiries respecting the ownership of the boat, and as a result she was escorted to the Water Police Station and with her crew was given into the custody of Inspector Riley, who yesterday brought her to Hongkong, where she now lies at the wharf. The nine men found on board were taken before Mr. F. J. Badeley, Acting Captain Superintendent of Police, and formally examined.

ENGLISH NUNS IN ROME.

STRANGE STORY OF PERSECUTION AND EVICTION.

A remarkable letter appears in the *Times* from Mechtildis Pysenst, Abbess of the English Benedictine nuns in Rome, on the causes which have led to their dispersal. The abbess declares that congregations, cardinals, the Pope himself, and the British Government have been appealed to and that these ladies, deserted by all, are compelled "for their own honour's sake" to lay their case before the British public. The English Benedictine nuns were founded in October, 1897, by three ladies, one of them being her whose goodness, talents, and money seemed to guarantee that if the work prospered in numbers the money would be forthcoming. The community increased. Their life was of great austerity—silence for hours, absolute obedience, and charity to the poor. They had a school for poor children, they fed the hungry, and the greatest interest was shown in the community. The nuns bought from the Irish Augustinians the building known as St. Patrick's College, and moved in December, 1898. On April 9 the lady on whom so much depended fled from the monastery. "It is impossible to go into the details of this sad case," writes the abbess. "It must suffice to say that a priest belonging to Rome and sent to the community by ecclesiastical authority, had been the cause of this desperate step. Another priest belonging to the most important congregation in Rome, that of the Bishops and Regulars, was an accessory to all that happened." This lady had given largely but most of her property was tied up for another six years, and relying on her fervent protestations the Benedictines had agreed to pay the Irish £24,000 for their nunnery in six years, and had expended all their own means—about £4,000—on the necessary improvements and alterations. The flight of the nun who had riches was

AN "OVERWHELMING DISASTER."

They were soon living in the greatest poverty, often without money to buy food for the day. The abbess began to disperse the community, which continued to exist, though much reduced. Then the Irish Augustinians seeing apparently little chance of getting their £24,000, sued the nuns in the Italian Courts for the return of the building. There was a technical flaw in the contract, drawn up by a lawyer high in repute at the Vatican, and the nuns lost. The eviction of nuns by friars is an ecclesiastical spectacle which has been reserved for the latter days of the pontificate of Leo XIII. "It will perhaps (says the Abbess) show some of the animus of the Irish Augustinians against the English Benedictines when it is known that, pending the sentence of the civil tribunal, father O'Keeffe actually sent an Augustinian lay brother to sleep in the monastery, the nuns being there." Appeals to Cardinal Rampolla and other Roman dignitaries, to save the Church the scandal of an eviction were all fruitless and on August 9, 1901, the remaining nuns were evicted by the Italian police. They had given up their positions in the world, had given all their means, and they are helpless. The creditors importune them, and "calumnies too painful to be repeated" are circulated in private by those who believe that they are doing service to the Church. That up to date is the story of the Benedictine nuns in Rome.

COTTAM & CO. DRESS SHIRTS, TIES AND COLLARS.

TOTAL STRENGTH OF THE BOER FORCE.

In a message from Pretoria, the correspondent of the *Morning Post* says, the total strength of the Boers still in the field is estimated at eleven thousand men. The opinion of military men speaking with due caution is that, despite the approach of summer, the progress of the reduction of the Boer forces will be about equal to what it has been in the past. The enemy will have to face horse-sickness without the means of replacing their mounts, and they will be constantly harried while suffering from the discomfort and disease which accompany the rainy season. Our greatest difficulty lies in the enemy's practice of dispersing, which increases as the number of Boers left in the field diminishes, and tends to reduce the monthly captures.

GLOOMY VIEW OF THE CAPE SITUATION.

An *Express* correspondent in a letter gives a gloomy view of the situation in Cape Colony. It is only in letters that we get these gloomy views. This is explained by the very drastic nature of the censorship of Press cables. The correspondent, under date the 4th ult., says things to day south of Orange River are, without question, more serious than they have been since the second invasion of the Colony at the beginning of the year. What would they say in England to-day if the censor would allow the truth to be told that again the enemy are on both coast lines and some of them within forty miles, as the crowd flies, of Capetown; that the port of Mossel Bay is under the guns of warships; and that not even the Intelligence Department know how many Colonial rebels have taken up arms during the past fortnight?

MAJOR GOUGH'S REVERSE.

Mr. Benner Burleigh throws new light on Major Gough's reverse. He says: "Undoubtedly Gough fell into a trap. Over 400 Boers, distant but a hundred yards, charged him, firing from horseback, and rushing the British flanks and capturing two guns and a Colt gun, which had jammed. The enemy stripped the officers and many men of their coats and boots, and took Major Gough's own helmet and his boots. He walked barefoot twenty-five miles into De Jagers. Colonel Stewart appears to have managed admirably, losing but few men. Forty horses, however, were shot in his column of 150 mounted rifles, and had he loitered he would also have been caught. Captain Nichols, by stubborn resistance from a kopje, saved Colonel Stewart's column."

A MYSTERY.

A young woman made her appearance recently on a wild part of the west coast about 10 miles from Oban, and has since been living without shelter of any kind, and subsisting on shellfish from the shore and wild berries from the neighbouring high grounds.

She absolutely refuses assistance of any kind whatever, and the local authorities can make nothing of her. The coast is bleak and unsheltered, and faces the Atlantic, yet, in spite of all this and of the extraordinary conditions under which she is living, she has admitted that her health has improved, and, to all appearance, is certainly true. She reads and knits beautifully, and there is no sign of anything wrong mentally. She has, however, shown a determination to maintain her present isolated position—that is, to live near high water mark on the shore, with only a waterproof as a wrap to shelter her from rain or the keen night air.

There are all manners of rumours afloat regarding her. One that has gained more credence than any other is that she is the grand-daughter of a worthy Highland clergyman; but what has induced her to adopt this extraordinary mode of living there is at present no means of ascertaining.

The local authorities, it appears, are powerless to do anything in the matter.

"GLORIOUS BEER!"

The report of the Commissioners of Inland Revenue gives, to those who care for figures, a remarkable picture of the elasticity of the national revenue and of the sources from which it is derived. One of the most interesting points brought out is the slight check to the consumption of beer that occurred last year. This was not, the Commissioners hold, due to the increased taxation. The brewers take care of that by making the beer what is euphemistically called "lighter," so that the price per pint may remain the same. The real cause for the declined consumption appears to have been—as the Chancellor of the Exchequer suggested—the absence of a good many beer drinkers in South Africa, and the temporary fear of arsenic poisoning. But though England and Scotland are drinking less beer, Ireland is drinking more, and is apparently on the road to become in time a beer-drinking, rather than a spirit-drinking country. In dealing with the income-tax, the Commissioners bring out some facts which demonstrate the remarkable increase that has taken place in the prosperity of the country. During the past ten years the gross annual value of property and incomes assessed to the income-tax has increased from £66,000,000 to the enormous figure of £788,000,000. A very similar tale of rapidly-growing prosperity is told by the figures showing the value of houses assessed to inhabited house duty. In ten years the annual value has increased, in Great Britain alone, from £66,000,000 to £89,000,000.

COTTAM & CO. PRESS, FELT AND STRAW HATS.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the ACTING CAPTAIN SUPERINTENDENT OF POLICE to sell by PUBLIC AUCTION,

MONDAY, the 4th November, 1901, at 2.30 P.M.,

At the Central Police Station.

52½ cattie RAW MALWA OPIUM.

37½ RAW PERSIA OPIUM.

TERMS:—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 1st November, 1901. [1179c]

Intimations.

OLD CHELTONIANS.

OLD CHELTONIANS are invited to attend a MEETING to be held at No. 25, DES VREUX ROAD CENTRAL, (P. & O. Building), at 4.30 P.M., on THURSDAY, the 7th November. Old Cheltonians who are unable to be present are requested to send their Names and addresses to

T. C. GRAY,

Messrs. REISS & Co.,

Acting Honorary Secretary.

Hongkong, 29th October, 1901. [1173c]

WANTED.

WANTED at once SMART SALESMAN with knowledge of general store work also YOUNG LADY to assist in department. Apply to

"X.Y.Z."

C/o H.A. Telegraph Office.

Hongkong, 1st November, 1901. [1181c]

WANTED.

WANTED a MANAGER for the INSTITUTION OF ENGINEERS AND SHIPBUILDERS. Apply to

THE HON. SECRETARY.

Hongkong, 31st October, 1901. [1175c]

WANTED.

ADVERTISER seeks Engagement as CLERK of Works. Thoroughly efficient in all branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Office and Outside Work, Locality no object. Apply to

"X."

Office of This Paper.

Hongkong, 17th October, 1901. [1128c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to

THE MANAGER,

CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c]

NOTICE.

MRS. STOCKHAUSEN begs to inform the Ladies of Hongkong and the Coast Ports that she has disposed of her business to Messrs. POWELL, LIMITED, and while thanking the Ladies for their patronage during the past 2 years trusts that they will kindly transfer their orders to Messrs. POWELL, LIMITED, who have a first-class London Dress-maker arriving shortly and may rely upon having all the latest styles from London and Paris. Accounts payable to

MISS SINNOT,

28, Queen's Road Central.

Hongkong, 29th October, 1901. [1172c]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both days inclusive. By Order of the Board of Directors, W. H. RAY, Secretary.

Hongkong, 21st October, 1901. [1141c]

THE PUMJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future, the Directors have resolved to make the FINAL CALL of ONE DOLLAR per Share; and accordingly, Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 15, Beacomfield Arcade, Victoria, Hongkong, on MONDAY, the 10th October, 1901, the following RESOLUTION was passed:

That the FINAL CALL of ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901. And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of 8% per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual dates of Payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an order amount to that effect will be made upon the certificate. By Order of the Board of Directors, W. H. GASKELL, Secretary.

Hongkong, 15th October, 1901. [1121c]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of 22½ per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$10 per Share, has been declared. WARRANTS will be issued on the 11th October. By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 10th October, 1901. [1106c]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901.

W. BREWER & Co.

CHRISTMAS and NEW YEAR CARDS,

suitable for Printing Sender's Name.

CHINESE RICE CARDS.

with Pidgin English Mottoes and Verses.

JAPANESE HAND PAINTED,

a very Superior Selection.

Hongkong, 17th October, 1901.

A New Variety of

AUTOGRAPH CARDS,

by DE LA RUE & Co., LONDON.

A large variety by

ALL LEADING MAKERS.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 25th July, 1901.

KRUSE & CO.

CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS.

AND

TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the COLONS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1898.

UNTOUCHED BY HAND.

MELLIN'S FOOD

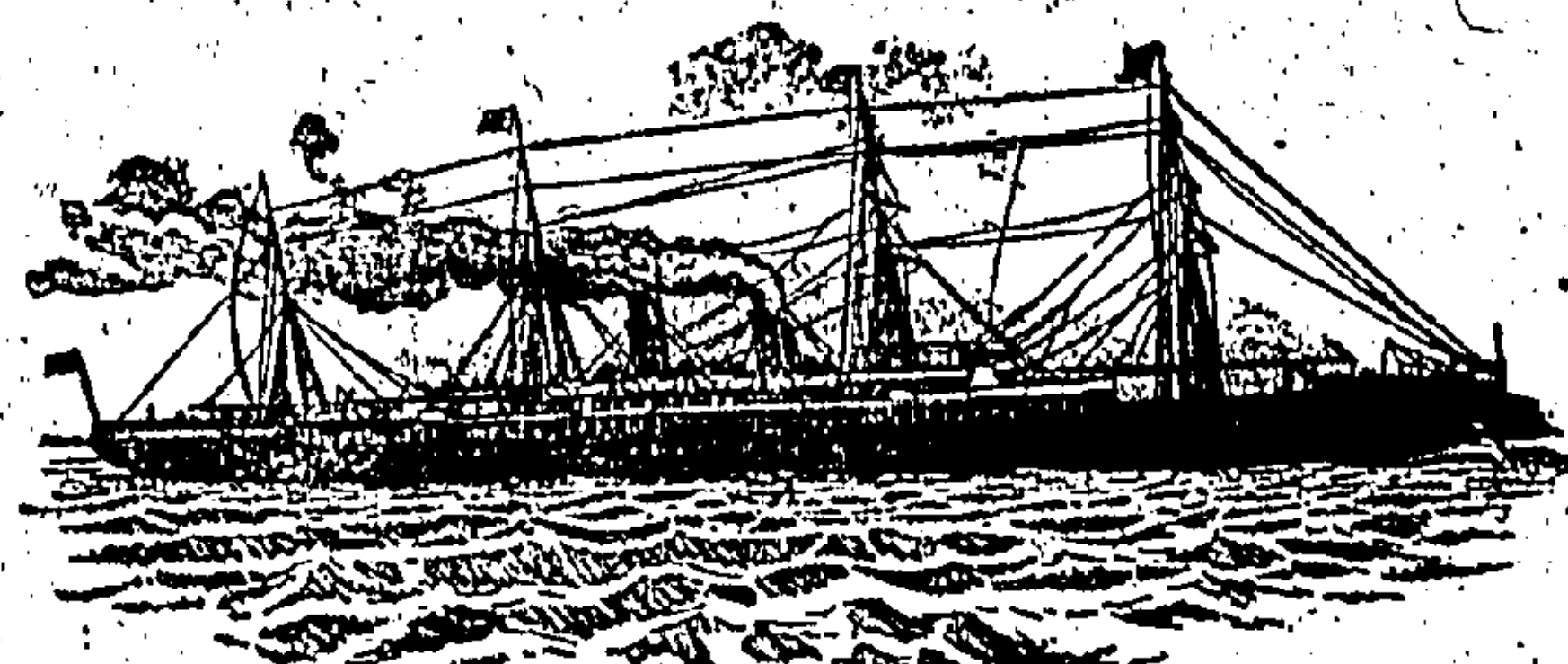
For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....TUESDAY, 5th November, at Noon.
"PERU".....TUESDAY, 12th November, at Noon.
"GOPTIO".....WEDNESDAY, 20th Nov., at Noon.
"AMERICA MARU".....THURSDAY, 28th Nov., at Noon.
"CITY OF PEKING".....SATURDAY, 7th December, at Noon.
"GAELIC".....SATURDAY, 14th December, at Noon.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passages: Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through TICKETS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and those of the Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

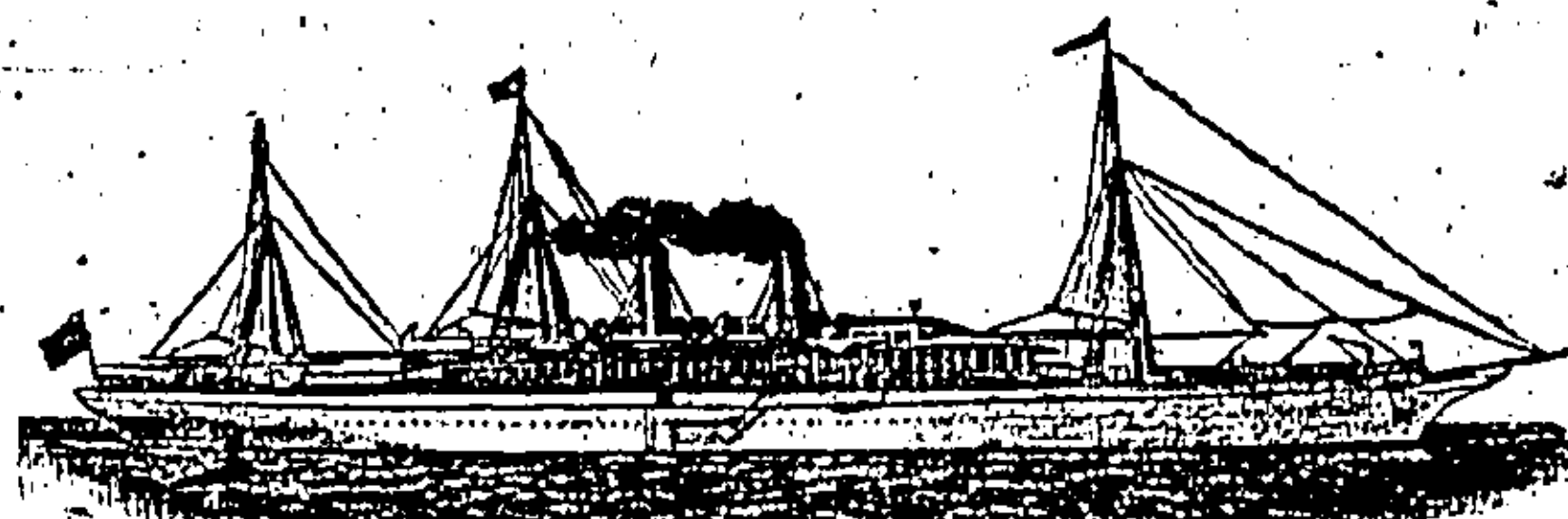
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st November, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 18th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street.

Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OZASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SEGORIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Forer	(Calling at SINGAPORE and PENANG.)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO.)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG.)		
SERBIA	HAVRE and HAMBURG.	28th Dec.	Freight.
Brehmer	(Calling at SINGAPORE and COLOMBO.)		
NUERNBERG	HAVRE and HAMBURG.	6th Jan.	Freight.
Mayer	(Calling at SINGAPORE and PENANG.)		
STRASBURG	HAVRE and HAMBURG.	13th Jan.	Freight.
Madsen	(Calling at SINGAPORE and COLOMBO.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office,
No. 1, Queen's Buildings.

Hongkong, 23rd October, 1901.

Insurances.

"Strongest in the World."

Assets:	Surplus:
305	66
Millions	Millions
68.	08.

There is No Other Just as Good

EQUITABLE LIFE

DEATH CLAIMS:	
Paid Within One Day:	
1895.....99.3 per cent.	
1897.....99.4 " "	
1898.....99.5 " "	
1899.....99.8 " "	
1900.....99.8 " "	
1901 (first half) 97.3 " "	

This record should appeal to every man who contemplates making provision for his family by means of life assurance.

F. KIENE,
Manager,
Hongkong.

Hongkong, 2nd November, 1901. [995c]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1901. [1c]

To be Let.

TO LET.

NOS. 3 and 6, ORMSBY TERRACE,
KOWLOON.—Immediately.

Apply to

PUN HUNG,
85, Queen's Road Central.

Hongkong, 5th October, 1901. [761c]

TO LET.

NOS. 1, 2, 4, 6, 7, 8, WILD DELL,
WANGSUI ROAD.

Apply to

SANG KEE,
268, Des Voeux Road Central.

Hongkong, 28th October, 1901. [976c]

TO LET.

NO. 1, STEWART TERRACE.—THE
PEAK.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [709c]

TO LET.

SIX SEMI-EUROPEAN HOUSES, Nos.
20/25, PO HING FONG.

Apply to

CHAU CHEUK FAN,
No. 8, Queen's Road West.

Hongkong, 16th October, 1901. [1126c]

TO LET.

GODOWN.—No. 5A, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c]

TO LET.

TWELVE EUROPEAN HOUSES, Nos.
14, 18, 22, 26, 30, 34, 38, 42, 44 and
46, LEIGHTON HILL ROAD.

Apply to

THE HONGKONG & KOWLOON
LAND & LOAN CO., LD.

No. 8, Queen's Road West,
Hongkong, 4th October, 1901. [1093c]

TO LET.

A HOUSE in RIFON TERRACE.

Apply to

"THE RETREAT," MOUNT KELLET.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [203c]

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on En-
gineering Subjects.

For List, apply

"STEAM,"
C/O The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS,
Three years old, in Excellent Condition.

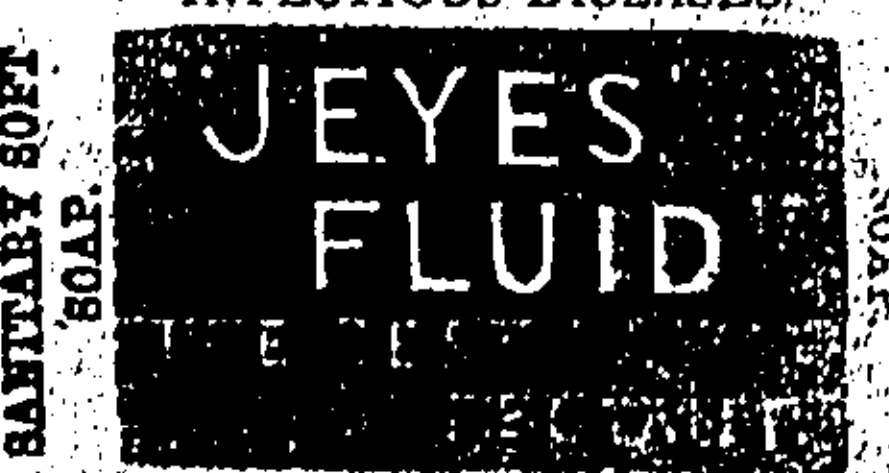
For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [559c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings

Hongkong, 6th March, 1901. [137c]

AN OPINION ABOUT ENGLAND
IN THE FAR EAST.

Mr. Oishi Masami now shares with Mr. Inagaki the leadership of the Progressist Party. He has the great advantage of knowing his own mind, and he has also the temerity to say what he thinks in unequivocal language. An epitome of his latest views is published by the *Niroku Shimpo*. Mr. Oishi has always been a staunch advocate of an Anglo-Japanese alliance, and his views as to that matter have not undergone any change. Having carefully examined his expressions of opinion, we gather that one of his chief motives in recommending such an alliance is that he looks forward to England's becoming Japan's purse-holder as France is Russia's. He thinks, in short, that Japan wants foreign capital, that she offers splendid opportunities for its investment, and that if England stood in the position of capitalist, political bonds of strong character would be at once drawn round the two countries. Looking at the matter from England's point of view, he holds that her policy of isolation has been a mistake. Its palpable result in the Far East has been to expel her from the commanding situation she once occupied and to transfer large portions of her influence to France, Russia and Germany, which countries may be regarded as a triple alliance for purposes of Oriental politics and for the crushing of Great Britain. She has been driven from the Yellow River regions; in Canton the French are encroaching upon her sphere; in the Yangtze she is no longer paramount, and even from Shanghai she is now being ousted. Soon nothing would remain to her if things continued in their present groove, and her retirement from Australia, India and Canada could scarcely be averted. England derives her greatness from her colonies and possessions abroad. Should she lose them, her place among the nations would be very different to what it is. A serviceable ally is her need, and Japan is such an ally. Mr. Oishi thinks that many opportunities of cementing an alliance have been lost in the past, but that they still offer. The question is, however, can England be induced to take that view? He speaks as though the difficulty were on Japan's side only. We apprehend that it is on England. Great Britain does not at present see any danger of a serious conflict between herself and European Powers in the Far East. She is still so strong that whenever she chooses to plant her foot firmly, no other Power is likely to defy her. Would she, under these circumstances, agree to become a partner in Japanese risks? We fear that the time has not yet come.—*Japan Mail*.

AS OTHERS SEE US.

IS LIFE WORTH LIVING?

Some correspondence has been going on in the *Hongkong Telegraph*, says the *Pine Gazette*, on the subject—pretty well worn out at home, but reasonably fresh in the Far East—of life being worth living? A letter in the last received number of that journal from an "Engineer" draws attention to the lack of cheap means of recreation in Hongkong, and the fact that it is impossible to go anywhere for intellectual study and comfortable reading, except to clubs where there is a good deal of drinking. If a band plays it is usually at a hotel, where it seems one is expected to partake of dinner along with the music. All social functions are costly affairs, and the writer complains that he cannot go to a concert without donning evening dress. We cannot see much hardship in this last complaint. "Engineer" acknowledges that wages are fairly good, and a steady man who wastes nothing on "drinks" should be well able to afford a dress suit in which, in course of time, he would feel reasonably at home. But apart from this, his complaint is not ill-founded. The *Hongkong Telegraph* points out that the Fragrant Fort possesses "no public library, no decent museum, no evening classes or lectures, no means of intellectual recreation whatever," and adds that no one has the energy there to inaugurate and carry on such institutions. While we are surprised to hear that Hongkong, which is so frequently held up as a model settlement, full of enterprise and bustling with healthy vigour, is so far short of these desirable attributes, it is easy without travelling very far to point out other places which are sadly lacking in similar amenities. Even in Penang matters are scarcely in the position we should like to see them. We have tried to stir up the public to a sense of the shortcomings of our intellectual life. The Penang Athenaeum supplied a cheap and interesting means of recreation blended with an uncertain amount of instruction, but having dwindled into nothingness it seems all but impossible to revive it. The desirability of a museum in this centre has also formed the subject of more than one exposition in these columns. Unfortunately that lack of energy which the *Hongkong Telegraph* deplores is equally in evidence in our own Settlement. The fact is that in all small communities in the Far East the individual has to provide his own recreations. Where the enjoyments of club life fail, to attract, and where we are all to a considerable extent thrown upon our own resources, we have to make up our minds to depend upon ourselves, and adapt ourselves to circumstances which at first appear unbearable. It is the man with a hobby who first reconciles himself to his surroundings, providing he has reasonable opportunity of following his favourite pursuit. There are many directions in which one's tastes may be developed. We draw attention only the other day to the pleasures of gardening, a recreation which, for those who have the opportunity, may become a never failing source of interest. Lovers of nature have a wide and varied field before them, and the man with reasonable health—without which life is scarcely worth the living—and with some time on hand, should create and build up for himself some interest which he may probably follow to his own general instruction and advantage.

G. GIRAUULT, FRESH GOODS by every MAIL.

WANDERINGS OF THE WATER
BUFFALO.

The Indian Government has recently formed dairy farms to supply milk and butter for the use of the troops. The fine breeds of Indian cattle are used in these dairies, but cow buffaloes are also kept on account of the richness of their milk. Europeans sometimes object to use it, as the domesticated buffalo is often kept as a sort of scavenger to the cow byres of the Indian cities, and eats the litter and refuse of the farmyards. But properly fed the buffalo is by no means the filthy pig which it becomes when kept in Hyderabad or Benares. It is not only a first-class dairy animal, but the strongest beast of draught in the world except the elephant. Great areas of rich river delta and marsh in three continents are maintained in cultivation by buffaloes, when no other animal could possibly be used to plough the rice-fields or drag carts over and through miles of liquid mud. The value of this, probably the latest of all large animals to be domesticated, is so well known in the East that it has for centuries past been carried to places so remote from its original home, and apparently so inaccessible, that the extent to its involuntary migrations in the service of man has a peculiar interest. Besides this it is one of the very few domesticated animals which, like the yak and the gaur (possibly a tame form of the gaur), are still found in their original wild state, with form and habits scarcely altered. The wild buffalo is among the most dangerous and formidable of the big game of India.

NEVER HESITATING TO CHARGE WHEN WOUNDED.

and noted for the persistency with which it seeks to destroy the person who has injured it. Its natural home is in the grass jungles and swamps of India, Nepal, and Assam. It is also found wild in the Island of Formosa. It is a huge black beast, with no hair, a skin like black gutta-percha, immense horns, sometimes measuring more than twelve feet along the curve, though not spreading like a shield over the forehead as in the Cape buffalo, but set like a pair of scythes on each side of its head. A bull stands six feet high at the shoulder, eighteen hands, that is; its bulk is enormous, and its great spreading feet are well adapted for walking in the swamps. By choice it is semi-aquatic. A herd will lie for hours in a pool or river, with just their eyes, horns, and great snub noses above water. Any one who blunders on to a buffalo in a wallowing-hole and frightens it out may be excused for imagining that he has just come on a mud volcano at the moment of eruption.

This is the real buffalo—called in India the *arnae*—and not to be confounded with the gaur, or the banteng, the wild oxen of India and the Far East. It will be seen that the buffalo in its wild state is limited to a not very large area, namely, the country south of the Himalayas, and extending for some distance, the limits of which are not perfectly known, in the territory of the Indo-Chinese States. Yet this ENORMOUSLY POWERFUL AND FIERCE ANIMAL has been so completely domesticated by the Hindus that the tame herds are regularly driven out to feed in the same jungles in which wild buffaloes live, the bulls among which will often come down and, after giving battle to the tame bulls, annex the cow for a time and keep then in the jungle. The only striking difference in appearance between the tame and wild buffalo is that the horns of the former do not grow to the size attained in the wild specimens, and alter their curve and pitch. Mr. Lockwood Kipling notes the curious effect of the grove of long horns above a herd of these animals, no two buffaloes having them of the same pattern. Traces of the lateness of the date of their apprenticeship to the service of man are seen in their power of self-defence and combination when threatened with attack by tigers or leopards, by their mating with the wild stock, and by the uncertainty of their temper, especially towards Europeans. Wherever they are used by Oriental races these outbreaks of savagery are always in evidence from time to time when the white man encounters them. In China they have been known to chase Europeans when the latter were riding, as well as when passing on foot. They will do the same in India, in Egypt, and in Burmah. Yet in India they are generally taken out to pasture by some small boy, who is their tyrant and master, and will protect him, their calves, and themselves from the tiger. An account appeared recently in *Country Life* of the use of a herd of these animals to beat the jungle for a wounded tiger which had killed a native. The buffaloes were driven up and down for a whole day, beating the ground in a compact body, until they found the tiger, whose hiding-place was shown by the excitement of the herd, at which it charged almost as soon as they observed it, and was shot by the guns following them.

As a beast of draught the buffalo has

ASTONISHING POWERS OF HAULING

heavy traffic over bad roads. It can plough in mud over its hocks. It is most docile. It can swim a river going to and from work, tow barges along canals and streams, sometimes walking in the shallow water by the banks, like the horses did on the Lower Thames before the towpath was made. It will eat anything it can get, and ask only for one indulgence, a good hour's swim or mud bath in the middle of the day. The rice-fields which feed so great a percentage of the population of Eastern Asia could scarcely be cultivated without its aid, and it is so valuable as a dairy animal that the percentage of butter in its milk equals that of the best breeds of English dairy cattle. The result is that it has become an equal favourite with the Hindoo, the Arab, and the Chinaman, and plays a most important part in the agriculture of the Lower Nile Valley.

G. GIRAUULT, FRESH GOODS by every MAIL.

The great distance from its original home, in India at which we now find the buffalo established is evidence that the animal has a history of an exceedingly adventurous kind, were it possible to trace the story of its travels. Starting from the Indian jungles, and then domesticated on the Indian plains, this erstwhile wild beast has reached, and been domesticated and plays a most important part in, Egypt, Palestine, Southern Italy and the Campagna, the South and East of Spain, Hungary, Turkey, and Western Asia as far as the borders of Afghanistan. By some unknown route it has reached the West Coast of Africa, and is established as a beast of draught and cultivation on the Niger. It has travelled far up the Nile, and will go further, for it would be invaluable on the great swamps Fashoda way. Is the Far East the Chinaman has made it his own peculiar pet having, it is believed, first learnt its value in the

RICE-GROUNDS OF THE SOUTH.

It has been taken to Japan, where it now works in the rice-grounds; to the Philippines and the islands of the Malay Archipelago; and there is no doubt that it would be useful in British Guiana. Possibly the Italians who are crowded over into South America will introduce it in the Lower Mississippi Valley; but it is by nature a brown and yellow man's beast, and only appreciated in Europe by the South Latin races.

How did the buffalo get from India to Africa? Who first took it to Egypt? How did it get from Egypt round to the West Niger? And who brought it to Italy, and from whence? All these are most interesting questions, and as the distance of time which has elapsed since the animals were introduced into Europe does not fall beyond the historic period, may possibly be answered. In Egypt, for instance, there exists a pictorial record on the tombs and elsewhere, covering many thousands of years, in which pictures of animals play an important part. If the first appearance of the water buffalo in these paintings were noted, the date of its importation from India to Egypt would be known and from inquiries kindly made by M. Maspero at the suggestion of Lord Cromer, it appears that nowhere in the long "picture history" of ancient Egypt does the water buffalo appear. The African buffalo is seen there; not so the domesticated Asiatic one. This is very interesting negative evidence that this domesticated animal was not known in ancient Egypt. It is surmised, probably rightly, that it was imported after some

GREAT EPIDEMIC OF CATTLE PLAGUE,

or it may have been taken from the West Coast of India up the Euphrates Valley, and thence down the Jordan Valley to Egypt. Arab shows have for ages done a regular trade in carrying horses from the West Coast of India to the Persian Gulf. It is probably one of the oldest forms of shipping which exists, and the Arabs who now ship horses from Bombay to the Persian Gulf may have been in the cattle trade in very early days. It is also probable that in the era of Hindoo maritime enterprise these creature were taken both to the Far East and to the East Coast of Africa. The circumstances which led to their introduction into Italy and Spain are probably to be found in some existing record; but it is not one generally known, the nearest surmise being that they may have been given to a Longobardian King with other animals by the chief of a horde of Asiatic invaders. They were not known in Italy in Roman times. But if they had been introduced as recently as the camels which are still used on one of the Royal estates in Tuscany (an enterprise due to the Medici), the fact would probably have been matter of common knowledge.—*The Spectator*.

AFGHAN AFFAIRS.

By slow degrees some details of the events in Kabul on the day upon which Abdur Rahman's death was announced are reaching Peshawar. The scene at the public Durbar on October 3rd was dramatic. When Habibullah stated his father was dead and the funeral must take place forthwith, the Chief Kazi of Kabul rose and spoke with the authority attaching to his priestly office. He said Afghanistan being a Muhammadan country, their late ruler could not be buried until the new Amir had been proclaimed. He then advanced to Habibullah and bound the turban round his head according to the accepted custom, saluting him to the vast assembly as their legitimate ruler. The younger sons of Abdur Rahman immediately made their obeisance to Habibullah and swore allegiance to him. The example was spontaneously followed by all the sardars, nobles and high officials present. Thousands of people, who had crowded to Durbar joined in saluting the new Amir and acclaiming him as the rightful successor.

Habibullah then addressed the assembly, announcing his intention of ruling as became a true Muhammadan sovereign, preserving the boundaries of Afghanistan as it had come to him, neither lessening nor increasing them, and maintaining the friendly alliance with the British Government as his father had done.

His speech was acclaimed as one evidently acceptable to all and the Durbar then broke up. Abdur Rahman's funeral followed, his body being escorted to Bostan Sarai by a small selected party of those who had been personally devoted to him.

His Highness Habibullah has been practically in charge of the whole administration of Afghanistan for a year past, the Amir, his father, being only occasionally consulted. No change in the administration therefore has been caused by Habibullah's accession; all classes in Afghanistan have accepted their new ruler, and the wise measures which Habibullah has taken to maintain order are proving completely successful.

Habibullah's proclamation has been read in public at Dacca; it tells the people of Afghanistan that he has been accepted as Amir

G. GIRAUULT, WINE AND SPIRIT MERCHANT.

NOTANDA

CALENDAR

NOVEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer.....	30.103
Thermometer.....	69.2
Humidity.....	65
Rainfall.....	1.302

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer.....	30.28
Thermometer.....	72
Humidity.....	50
Rainfall.....	52

Saturday, 2nd November, 1901.

Chinese—2nd of 9th moon of 27th year of Kwang-shi.

Sun—Rises..... 6hr. 0min.

Sets..... 5hr. 22min.

High water—Morning..... 0hr. 0min.

Evening..... 4hr. 25min.

Low water—Morning..... 7hr. 25min.

Evening..... 5hr. 33min.

ANNIVERSARIES.

1858—India proclaimed an Empire.

1884—Chinese lighthouse-keeper *Pri-ho* captured by the French.

1888—Taitan Water Works completed.

1890—Explosion of the Government powder mills at Taping-shi; 300 lives reported lost and 1200 houses destroyed.

1892—Arrival at Hongkong of Mr. W. R. O'Connor, the new British Minister to China.

1896—Li Hung-chang sentenced to forfeit five years' pay for trespassing in the Imperial Park.

1897—Death of Sir Rutherford Alcock, K.C.B.

1898—Destructive fire at Hankow, 400 houses burnt down.

Sunday, 3rd November, 1901.

Chinese—23rd of 9th moon of 27th year of Kwang-shi.

Sun—Rises..... 6hr. 7min.

Sets..... 5hr. 22min.

Moon—Last Quarter 5hr. 10min. p.m.

High water—Morning..... 0hr. 33min.

Evening..... 4hr. 0min.

Low water—Morning..... 7hr. 31min.

Evening..... 5hr. 33min.

ANNIVERSARIES.

1839—Great Britain commenced the first war with China by the naval action of Chuen-pee.

1840—St. Jean d'Acadie taken by the Allied Fleet.

1852—Mikado born.

1879—Arrival of the Swedish Discovery ship *Vege* with Professor Nordenskjöld on board, at Hongkong.

1883—Hicks' Battery, 1100 strong utterly destroyed at El Obeid.

1889—The British barque *Elie E. Tripley* lost on Sand Island, near Hongkong.

1897—Funeral of the Duchess of Teck.

1898—Mr. Schleimer introduces bill; Cape Colony to contribute £30,000 per annum towards the Imperial Navy.

1899—U. S. Minister Conger received at Canton.

AGENDA

TO-DAY.

9 p.m.—Pugilistic Contest at the City Hall.

TO-MORROW.

O. S. K. steamer *Datzi Maru* leaves for Tamsui, via Swatow and Amoy.

CHURCH SERVICES.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.

St. John's Cathedral:—Communion, 7 a.m. Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis Church, Wandai:—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

Union Church:—Services, 11 a.m. and 6 p.m.

West Point.

22nd Sunday after Trinity November 3rd.

HARVEST FESTIVAL.

Matins (11 a.m.)

Hymn 423; Venite Aylward To Deum, Russell Benedicimus, Tient. Hymns 409, 16, 1. Evensong (6.30 p.m.)

Hymn 21; Magnificat, Jones; Nunc, Dimittes Macfarren. Hymns 394, 322, 45.

MONDAY, 4th.

1 p.m.—C. D. M. Co's steamer *Salazie* leaves for Marseilles via Bombay.

4.30 p.m.—Football Match, Hongkong Football Club "A" v. Police F.C.

TUESDAY, 5th.

C. N. Co's steamer *Kwaiyang* leaves for Tientsin.

S. T. Co's steamer *Adana* leaves for New York via Suez Canal.

Neon—T. Y. K. steamer *Nippon Maru* leaves for San Francisco, via Inland Sea and Honolulu.

4.30 p.m.—Football Match, Rugby, Hongkong Football Club v. R.W.F. A.T., F.C.

WEDNESDAY, 6th.

Daylight—O. S. K. steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave. Friends will much oblige by giving this information:—

October 14th.

The officers of the s.s. *Pentakota*, Captain Parsons, are:—1st mate J. C. Keckhram, Lieut. R.N.R. 2nd mate J. H. Galgery, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Kijmer, 4th engineer P. Christie, 5th engineer F. McColgan.

October 19th.

The officers of the German steamer *Marburg* are:—Capt. E. Zachariae, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roess, 2nd engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harms.

November 1st.

Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer of the s.s. *Loongang*, who is now on sick leave.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (Peru) to-morrow.

French (Ernest Simons) 6th inst.

American (Coptic) 12th inst.

American (America Maru) 20th inst.

The Canadian-Pacific Railway Co's R.M.S. *Empress of China* left Yokohama p.m., on Friday, the 1st inst., for Vancouver.

The Imperial German Mail steamer *Preussen* which left here on the 3rd October arrived at Genoa yesterday afternoon, the 1st inst.

The M. M. Co's steamer *Ernest Simons* with the next French Mail, will leave Saigon on Sunday at 5 a.m., the 3rd inst., for this port.

The N. Y. K. Co's steamer *Hiroshima Maru* (Bombay Line) left Shimomoseki for this port on the 2nd Nov. a.m., and is expected to arrive here on the 6th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Canton River at Kowloon Dock.

Kowloon " " " "

Tacoma " " " "

Hans Mendell " " " "

H.M.S. Argonaut " " " "

Ekano " " " "

H. J. Albrecht " " " "

Huangshan " " " "

Loosek " " " "

Kueiyang " " " "

Piccola " " " " Cosmopolitan

PASSED THE CANAL.

Outward—1st Oct.—*Asana*, 4th Oct. *Ernest Simons*, 8th Oct. *Oyback*, 10th Oct. *Heathburn*, 11th Oct. *Achilles*, 15th Oct. *Afride*, 15th Oct. *Acara*, 15th Oct. *Nurnberg*, 15th Oct. *Shashing*, 15th Oct. *Wittekind*, 18th Oct. *Glaucus*, 18th Oct. *Glengarry*, 18th Oct. *Kuwang Maru*, 22nd Oct. *Annam*, 22nd Oct. *Serbia*, 22nd Oct. *Stuttgart*, 22nd Oct. *Ping Suey*, 22nd Oct. *Althol*, 1st Nov. *Indrani*, 1st Nov. *Deuvalion*, 1st Nov. *Homeward*—1st Oct.—*Prinzess Irene*, 8th Oct. *Bingo Maru*, 11th Oct. *Yarra*, 15th Oct. *Banca*, 15th Oct. *Prinz Heinrich*, 22nd Oct. *Aragonia*, 22nd Oct. *Indus*, 22nd Oct. *Idomeneus*, 22nd Oct. *Andalusia*, 22nd Oct. *Orestes*, 22nd Oct. *Mogul*, 22nd Oct.

Arrivals at Home—1st October—*Acilia*, 4th October—*Peleus*, 8th October—*Patroclus*, 11th October—*Prinzess Irene*, 15th October—*Bingo Maru*, 18th October—*Stentor*, 22nd October—*Hudson*, 22nd October—*Prinz Heinrich*, 30th Oct.—*Bahia*, 30th Oct.—*Tamba Maru*, 2nd Nov.—*Annam*, 2nd Nov.—*Idomeneus*.

VISITORS AT THE HONGKONG HOTEL.

Ancherlonie, Mr. J. Howkins, Mr. and Mrs. Anderson, Mr. W. H. Hughes, Mr. W. K. Andrew, Mr. D. A. Huke, Mr. A. Angus, Mrs. Arnold, Mr. H. Jacobs, Mr. S. Bailey, Mr. W. S. Johansen, Mr. and Mrs. Barlow, Mr. B. J. Joseph, Mr. and Mrs. Beckwith, Mr. R. L. E. S. Bell, Mr. J. T. Katsch, Mr. E. A. Benson, Capt. & Mrs. King, Major H. S. Benson, Dr. & Mrs. Kirtwood, Mr. J. Black, Mr. J. Lazarus, Mr. N. Little, Mr. R. E. Major R. P. Blackland, Mr. G. E. Mackie, Mr. Gordon Bonner, Mr. A. Marlow, Mr. Broc, Mr. de Matheson, Mr. W. Brown, Major and Mrs. W. B. and 3 children McLoughlin, Mr. W. Brown, Mrs. G. W. McLellan, Mr. and Mrs. E. E. Buttenshaw, Major Michael, Mr. S. J. Cameron, Mr. D. H. Milton, Mr. and Mrs. Clark, Dr. Ogden, Mr. and Mrs. Colson, Mr. G. E. Parfitt, Mr. W. Colson, Mr. J. S. Pearce, Dr. W. W. Connell, Mr. J. M. Picher, Mr. A. J. Price, Mr. H. Radcliffe, R. E. Capt. Dennis, Mr. P. C. Reel, Dr. L. R. Discombe, Mr. G. M. Robertson, Mr. W. R. Dorehill, R. A. Major Schouw, Mr. C. Drion, Mr. F. Sergeant, Mr. P. W. Dunsford, Capt. & Mrs. Simpson, Capt. & Mrs. child

Dyson, Major P. S.

Edwards, Mr. F. W. Smith, Mr. T. J. Evans, Mrs. T. E. Snewin, Mr. E. A. Fernald, Mr. and Mrs. Taylor, Mr. D. G. Fisher, Mr. Emil Tibbey, Mr. H. M. Forteach, Capt. & Mrs. Valintine, Mr. A. child

Gibson, Mr. Kennedy

Gillet, Mr. L. Walker, Mr. and Mrs. Glover, Mr. C. A. R. Grant, Mr. John Walsh, Mr. W. Greene, Mrs. W. W. Watson, Mr. F. Hanson, Mr. B. E. Waits, Mr. and Mrs. Harris, Mrs. A. nurse Frank W.

Hawkins, Mr. J. A.

Hedford, Mr. R. G. Wild, Lieut. and Mrs. Holmes, Capt. Bagnall. Hooker, Mr. H. Woolen, Mr. J. J. Hoskings, Mr. Wright, Mr. and Mrs. Howard, Mr. Thos. H. Taylor

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Matie, Mr. Hugo Beattie, Mr. J. W. Martin, Mr. R. Donnar, Mr. J. M. May, Mr. A. J. Brown, Mr. C. L. F. May, Mr. H. M. Brown, Mr. C. L. F. McDermott, Mr. A. P. Brusse, Mr. G. Miller, Mr. and Mrs. Collard, Col. A. W. Mumford, Mr. and Mrs. Connell, Mr. and Mrs. J. L. O. Pitt, Mr. John R. N. Coppin, Mr. A. G. Pollock, Hon. H. E. Crookenden, Col. Quistoff, Mr. N. Davies, Mr. W. Rumsey, Mr. R. M. Hon. Dixon, Mr. W. B. R. Murray Sawyer, Mrs. Eekiel, Mr. J. S. Sheldrake, Capt. Forbes, Mr. Andrew Siegert, Mr. Wilhelm Gaffney, Mr. Andrew Sinclair, Mr. A. Hamilton, Major Stokes, Mr. A. G. Houten, Mr. J. von Wheeler, Mr. W. H. Ingels, Mr. and Mrs. Wheeler, Colonel W. F. and children Wilson, Mrs. W. and Marchedelli, Mrs. & child Miss

GRAIGIEBURN.

Brown, Mr. and Mrs. Holmes, Mr. W. H. Edwards, Mr. G. H. Pye, Mr. E. Burns George, Mr. and Mrs. C. Simpson, Capt. & Mrs. Grimble, Mr. G. Surplice, Mr. and Mrs. Heemkerk, Mr. J. J. E. F. R. C.

KOWLOON HOTEL.

Crockett, Mrs. Groves, Capt. and Mrs. Crockett, Miss Pitts, Dr. Drakes, Mr. Francis Reilacker, Mr. R. Fernandez, Mr. & Mrs. Reilacker, Mr. J. B. Reilacker, Mr. V. Mouraw, Miss Reigen, Mr. V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(NOVEMBER 2nd.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	125	\$625
The Bank of China and Japan, Limited—(Preference)	5	nominal
The Bank of China and Japan, Limited—(Ordinary)	4	60.15
The Bank of China and Japan, Limited—(Deferred)	1	nominal
National Bank of China, Limited	8	\$274 sellers
Do.	1	\$15 sellers
Marine Insurances.		
Union Insurance Society of Canton, Limited	3	\$335 buyers
China Traders' Insurance Company, Limited	25	\$58 sellers
North China Insurance Company, Limited	6	Taels 180 ex div. buyers
Yangtze Insurance Association, Limited	25	\$130
Canton Insurance Office, Limited	5	\$157 sellers
Straits Insurance Company, Limited	20	nominal
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	5	\$360 buyers
China Fire Insurance Company, Limited	20	\$84 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	15	\$35 buyers
Indo-China Steam Navigation Company, Limited	10	\$150 sellers
China and Manille Steamship Company, Limited	5	\$62
Douglas Steamship Company, Limited	5	\$47 sales
China Mutual Steam Navigation Company, Limited—(Preference)	10	\$10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	5	\$3 sellers
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	7.10	\$7.10 sellers
Star Ferry Company, Limited	10	\$244 sellers
"Shell" Transport and Trading Company, Limited	1	\$2 13/6 buyers
Shanghai Tug Boat Company, Limited	100	Taels 330
Taku Tug and Lighter Company, Limited	100	Taels 135
Shanghai Cargo Boat Company, Limited	100	Taels 135
Co-operative Cargo Boat Company, Limited	100	Taels 135
Refineries.		
China Sugar Refining Company, Limited	100	\$1534 buyers
Luzon Sugar Refining Company, Limited	100	\$25 sellers
Perak Sugar Cultivation Company, Limited	50	Taels 724
Mining.		
Punjom Mining Company, Limited	9	\$34 sellers
Punjom Mining Preference Shares	1	\$1 sellers
Société Française des Charbonnages du Tonkin	250	\$125
Queens Mines, Limited	25	1 cent
Jebeu Mining and Trading Company, Limited	185.100	\$4
Raub Altian Gold Mining Company, Limited	5	\$14 buyers
Olivers Freehold Mines, Limited A	5	nominal
Olivers Freehold Mines, Limited B	5	nominal
Chinese Engineering & Mining Company, Ltd.	1	Taels 10 sales
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	50	\$290 buyers
S. C. Farham, Boyd & Co., Ltd.	100	Taels 205 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	50	\$96 buyers
Wanchai Warehouse and Storage Company, Limited	374	nominal
New Amoy Dock Company, Limited	64	\$25 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	100	Taels 295
Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited	10	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	100	\$193 sellers
Kowloon Land and Building Company, Limited	30	\$34 buyers
West Point Building Company, Limited	50	\$66 sales
Hongkong Hotel Company, Limited	50	\$190 buyers
Oriente Hotel Company, Limited (Manila)	50	\$28 sellers
Astor House Hotel Co., Limited (Shanghai)	100	\$275
Humphreys' Estate and Finance Company, Limited	10	\$134 buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10	\$134 buyers
Ewo Cotton Spinning and Weaving Company, Limited	100	Taels 46 buyers
International Cotton Manufacturing Company, Limited	100	Taels 324 buyers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	100	Taels 50 buyers
Soy Chee Cotton Spinning Company, Limited	100	Taels 260
Yahloong Cotton Spinning Company, Limited	100	Taels 11
Tobacco, Cigar and Cigarette Companies.		
Alhambra, Limited	500	\$500 nominal
Philippine Tobacco Trust Co., Limited	50	\$50 nominal
Shanghai-Sumatra Tobacco Company	20	Taels 35
Shanghai-Langkat Tobacco Company, Limited	100	Taels 320
American Cigarette Company, Limited	50	Taels 50
Miscellaneous.		
Green Island Cement Company, Limited	10	\$224 buyers
China-Borneo Company, Limited	15	\$38 sellers
A. S. Watson & Co., Limited	10	\$143 buyers
Watkins, Limited	10	\$10
Hongkong Electric Company, Limited	10	\$14 buyers
Hongkong Electric Company, Limited	5	\$64 buyers
Hongkong and China Gas Company, Limited	10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	50	\$180 buyers
Geo. Fenwick & Co., Limited	25	\$55 sellers
Hongkong Ice Company, Limited	25	\$184 buyers
Hongkong High-Level Tramways Company, Limited	100	\$280 buyers
Dairy Farm Company, Limited	6	\$9 buyers
Hongkong and China Bakery Company, Limited	50	\$50
Campbell, Moore & Co., Limited	10	\$20
Bell's Asbestos Eastern Agency, Limited	1	\$1.10 buyers
United Asbestos Oriental Agency, Limited	4	\$9
Tebrau Planting Company, Limited	5	\$2 sellers
Universal Trading Co., Limited	20	\$104 sellers
Hongkong Steam Water-boat Co., Limited	5	\$84 buyers
China Light and Power Co., Limited	20	\$20 sellers
Robinson Piano Co., Limited	50	\$50
Manila Investment Co., Limited	50	\$47 sales

Telegraph Address—"Rialto."

Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Peru	Shanghai	Pacific Mail S. S. Co.	To-morrow
Peking	Singapore	P. & O. S. N. Co.	To-morrow
Ernest Simons	Singapore	Messageries Maritimes	November 6th
Hiroshima Maru	Japan	Nippon Yusen Kaisha	November 6th
Wakasa Maru	Singapore	Nippon Yusen Kaisha	November 6th
Eastern	Port Darwin	Gibb, Livingston & Co.	November 11th
Coptic	San Francisco	G. & D. S. S. Co.	November 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing, respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

1st NOVEMBER, 1901, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	DIRECTION.	FORCE.	WIND.
Wladivostok	2 p.m.	30.24	—	—	—	—	—
Tokio	"	30.24	—	—	N	4	—
Kobe	"	30.11	—	—	S	2	—
Nagasaki	"	30.19	—	—	SW	4	—
Kagoshima	"	30.19	—	—	NW	4	—
Taihu	"	30.23	—	—	NE	8	—
Taihu	1 p.m.	30.07	—	—	N	5	—
Tainan	"	30.09	—	—	NW	6	—
Koshun	"	30.11	—	—	NW	6	—
Pescadores	"	30.14	—	—	NE	10	—
Gutlaff	3 p.m.	30.40	53	96	N	5	cmp
Sharp Peak	"	30.26	69	72	E	6	o
Amoy	"	30.17	78	58	ENE	6	c
Swatow	"	30.16	76	—	E	3	c
Canton	"	30.16	76	45	N	1	b
Hongkong	4 p.m.	30.16	—	—	NE	4	—
Victoria Peak	"	30.16	—	—	NE	4	—
Gap Rock	"	30.18	76	—	NNW	2	b
Macao	"	29.88	86	65	NE	1	c
Haiphong	1 p.m.	29.88	86	65	NE	1	c
Manila	4 p.m.	29.88	86	65	NE	1	c
Malate	3 p.m.	29.88	86	65	NE	1	c
Bacolod	"	29.85	85	—	N	1	c
Iloilo	"	29.81	85	—	N	1	c
Cebu	"	29.81	85	—	N	1	c
Cape S. James	"	—	—	—	NE	1	c

2nd NOVEMBER, 1901, A.M.

Wladivostock	7 a.m.	—	—	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—	—	—
Tsukuba	5 a.m.	30.26	—	—	—	E	2	0	a
Taichu	"	30.13	—	—	—	—	—	—	c
Tainan	"	30.12	—	—	—	N	2	6	b
Koshun	"	30.12	—	—	—	N	6	8	od
Pescadores	"	30.15	—	—	—	NE	8	—	c
Gutzlaff	9 a.m.	30.49	47	85	NNW	4	—	—	cv
Sharp Peak	"	30.34	66	73	NNE	—	—	—	o
Amoy	"	30.24	69	70	NE	2	—	—	c
Swatow	"	—	—	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—	—	—
Hongkong	10 a.m.	30.28	68	50	N	1	—	—	b
Victoria Peak	"	—	—	—	N	1	—	—	c
Gap Rock	"	30.27	—	—	NNE	4	—	—	b
Macao	"	30.29	68	—	NNW	3	—	—	b
Haiphong	7 a.m.	—	—	—	—	—	—	—	—
Manila	10 a.m.	29.96	75	92	—	—	0	0	od
Malate	9 a.m.	—	—	—	—	—	0	2	c
Bacolo	"	—	—	—	N	—	1	—	b
Hailo	"	29.93	83	—	NE	—	0	—	c
Cebu	"	29.91	85	—	—	—	0	—	b
Cape S. James	7 a.m.	—	—	—	NE	1	—	—	c

Post Office.

A Mail will close—

For Canton—Per *Fatshan*, 10-morrow, the 3rd instant, at 9 A.M.
 For Kunchuck and Samshui—Per *Tung-kong*, 10-morrow, the 3rd instant, at 9 A.M.
 For Canton—Per *Hankow*, on Monday, the 4th instant, at 7.30 A.M.
 For Europe, &c., India, via Tuticorin—Per *Salazie*, on Monday, the 4th instant, at 11 A.M.
 For Macao—Per *Hanani*, on Monday, the 4th instant, at 1.15 P.M.
 For Shanghai—Per *Loongmoon*, on Monday, the 4th instant, at 2 P.M.
 For Manila—Per *Loongkong*, on Monday, the 4th instant, at 3 P.M.
 For Swatow, Amoy and Foochow—Per *Thales*, on Monday, the 4th instant, at 5 P.M.
 For Canton—Per *Powai*, on Monday, the 4th instant, at 5 P.M.
 For Yatsaki—Per *Obi*, on Monday, the 4th instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Tuesday, the 5th instant, at 11 A.M.
 For Tientsin—Per *Kueiyang*, on Tuesday, the 5th instant, at 4 P.M.
 For Foochow, Shanghai, Moji, Kobe and Yokohama—Per *Tartar*, on Wednesday, the 6th instant, at 11 A.M.
 For Amoy and Manila—Per *Perla*, on Thursday, the 7th instant, at 4 P.M.
 For Hilo and Cebu—Per *Kaifong*, on Friday, the 8th instant, at 4 P.M.
 For Singapore, Penang and Calcutta—Per *Laiting*, on Saturday, the 9th instant, at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Cornmander*, on Saturday, the 9th instant, at 11 A.M.
 For Manila—Per *Sungkiang*, on Saturday, the 9th instant, at 4 P.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 9th instant, at 5 P.M.
 For Singapore, Penang and Bombay—Per *Bitango*, on Wednesday, the 13th instant, at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Kiantheen*, on Wednesday, the 13th instant, at 11 A.M.
 For Singapore—Per *Scotia*, on Saturday, the 16th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 20th instant, at 11 A.M.

CHRISTMAS AND NEW YEAR PARCELS—(via Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 5th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected—
 For a parcel not exceeding 3 lbs in weight \$0.50
 11 lbs " 1.50
 11 lbs " 1.50

With an additional 50 cents, parcels may be sent *via* Brindisi, and if posted before 3 p.m. on Friday the 22nd November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.

Senders of parcels are requested to post them a few days in advance.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Hanani, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powai, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai O Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainan, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
BANBERG, German steamer, 4,160, Zurbonsen, 30th Oct.—Yokohama 19th Oct., General—Carlowitz & Co.
BENJAMIN, British steamer, 1,452, R. Kroble, 20th Oct.—Saigon 24th Oct., Rice—Gibb, Livingston & Co.
BUNKER, British steamer, 5,000, Shell-drake, 31st Oct.—Panorok 21st Oct., Sugar—Butterfield & Swire.
CHARTERHOUSE, British steamer, 1,278, P. W. Joslin, 1st Nov.—Singapore 25th Oct., General—Joo Tek Sang.
CHELYDRA, British steamer, 1,567, R. Cox, 30th Oct.—Java 14th Oct., General—Jardine, Matheson & Co.
CLARA, German steamer, 675, A. Ulderup, 30th Oct.—Hoihow 29th Oct., General—Jensen & Co.
DR. HANS JERG KLAER, Norwegian steamer, 501, Larsen, 30th Oct.—Newchang 21st Oct., and Chiofo 24th, General—E. A. Trading Co.
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 30th October—Vancouver 8th Oct. and Shanghai 27th, Mails and General—C. P. R. Co.
HANS MENZEL, German steamer, 1,140, Meiberg, 20th Oct.—Hongay 14th Oct., Coal—Butterfield & Swire.
HERMANN MENZEL, German steamer, 1,647, T. H. Schutt, 27th Oct.—Newchang 20th Oct. and Chiofo 21st, Beans and General—Wo Fat Sang.

KWEIYANG, British steamer, 1,062, A. W. Outerbridge, 1st Nov.—Canton 31st Oct., General—Butterfield & Swire.
LAI SANG, British steamer, 2,252, G. Payton, 1st Nov.—Calcutta 17th Oct., General—Jardine, Matheson & Co.
LENNOX, British steamer, 2,361, J. C. Williams, 26th Oct.—Manila 22nd Oct., Ballast—Dodwell & Co., Ltd.
LOONGSANG, British steamer, 1,095, G. S. Weisall, 1st Nov.—Manila 29th Oct., General—Jardine, Matheson & Co.
LOOSOK, German steamer, 1,020, T. Fuchs, 26th Oct.—Bangkok 18th Oct., Rice and Wood—Butterfield & Swire.
MARCO VINGHETTI, Italian transport, 1,632, G. Salorio, 1st Nov.—Genoa 20th Sept.
MERIONETHSHIRE, British steamer, Burch, 31st Oct.—London 12th Sept., and Singapore 24th Oct., General—Order.
MERSASHTA MARU, Japanese steamer, 2,018, Koshima, 30th Oct.—Kuroiso 25th Oct., Coal—Dodwell & Co.
NANYANG, German steamer, 1,060, E. Hass, 1st Nov.—Manila 29th Oct., Ballast—E. A. Trading Co.
NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 25th Oct.—San Francisco 27th Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Wosung 23rd, Mails and General—P. & O. S. N. Co.
NUEN TUNG, German steamer, 1,341, C. Schwenberg, 20th October—Yap 19th Oct., General—Melchers & Co.
OHU, British steamer, 2,031, R. Pinkham, 31st Oct.—Moji 25th Oct., Coal—Mitsui Bussan Kaisha.
OLIMPO, Austrian steamer, Travlicke, 31st Oct.—Moji 25th Oct., Coal—Bradley & Co.
PENTAKOTA, British transport, 2,209, H. L. Phangon, 1st Nov.—Taka 25th Oct., and Wei-hai-wei 27th, Troops—Government.
PIRA CHULA CHON KLAO, German steamer, 1,012, R. Unsworth, 30th Oct.—Bangkok 22nd Oct., Rice—Butterfield & Swire.
PIRA NANG, German steamer, 1,138, Mangelsdorff, 31st Oct.—Bangkok 25th Oct., Rice—Butterfield & Swire.
PICCIOLA, German steamer, 875, Garnioke, 27th Oct.—Hilo 22nd Oct., Sugar and Wood—Chinese.
SKERRYMORE, British steamer, 2,199, Appleton, 28th Oct.—Cheribon 17th Oct., Sugar—Butterfield & Swire.

Sailing Vessels.
CELESTE DUBOIS, British ship, 1,764, C. A. Trefry, 29th May—Manila 9th May, Ballast—Order.
GEORGE T. HAY, British ship, 1,847, E. Spicer, 20th Oct.—Cebu 8th Oct., Ballast—A. Holden, Karberg & Co.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.
LUCIA, British ship, 640, Andersen, 22nd Oct.—Rajang 6th Sept., Timber—Master.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine—Standard Oil Co.
W. H. CORNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 2nd, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Capt. Cradock, Hongkong.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrander, Bart., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 14,411 i.h.p., Capt. Henderson, C.M.G., Tokyo.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Tokyo.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,000 tons, 11 guns, 9,000 i.h.p., Capt. Tildard, en route Home.
Eclipse, 1st-class cruiser, 5,000 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Emmerich, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Est, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat-destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat-destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat-destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.
Isti, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., en route Singapore.
Janus, torpedo-boat-destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Rennick, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 15,000 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Oiler, torpedo-boat-destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Tokyo.
Plants, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Shanghai.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Comper, Shanghai.
Rambling, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpoll, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Hongkong.
Robin, river-gunboat, 89 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat-destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Twined, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat-destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.
Wivern, coast defence ship, 275 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Kitter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,250 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Verolovsky, at Tientsin.
Alcaul, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donikoff, Russian armoured cruiser, 5,992 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikov, at Taku.
Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalchewsky, at Shanghai.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayerdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Ovansky, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Comaroff, at Shanghai.
Petrogradskiy, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rozhynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silad, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 5,500 i.h.p., Capt. Molia, at Taku.
Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Souhatin, at Nagasaki.
Sveaborg, 1st-class Russian torpedo-boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomakh, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Comdr. Molchouky, at Nagasaki.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulian, at Taku.
Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jankichki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kivanoff, at Shanghai.
Narvon, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossia, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podmoski, Russian torpedo boat, 49 tons, 1 gun, 220 h.p., 16 knots.
Strik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skaf, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotkhdia, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Spart, Russian torpedo boat, 400, Capt. A. Giets, at Shanghai.
Sieriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basswitz, at Shanghai.
 * *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Gaier, German cruiser, 3,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.
Hela, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stamer, at Hongkong.
Jrme, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gullich, at Amoy.
 * * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holendorff, at Wosung.
Luchs, German gunboat, 850 tons, 10 guns, Capt. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Siedler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstidt, at Shanghai.
Weissburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 No. 99, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Reut, Pallen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * * Flagship of Rear-Admiral Keissler.
 * * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Courbet, 2nd-class cruiser, 4,800 tons, Capt. Baillie, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Delvire, at Shanghai.
Chasteloup Laubard, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comte, gunboat, 600 tons, Capt. Lotiel, at Canton.
Decadet, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 35 guns 631 i.h.p., Captain Sauline, at Shanghai.
Eury, Despatch-transport, Capt. Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kerstner, 3rd class cruiser, 1,300 tons, 13 guns, 1,800 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Slyz, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.
Ville D'Alger, monitor, 944 tons, Captain Bommarsat, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,430 h.p., Comdr. L. H. Arnold, at Hongkong.
Brooklyn, U.S. cruiser, 9,215 tons, Comdr. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Celid, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. F. Forst, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply ship, Lieut.-Comdr. A. Metz, at Manila.
Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. B. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Lila de Luxon, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.
Marblehead, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyer, at Hongkong.
Monoway, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,544 h.p., Comdr. G. W. Pigman, Shanghai.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullagh, at Manila.

Oregon, 1st-class U.S. battleship, 3,000 tons, 16 guns, 14,000 h.p., Capt. F. W. Dickerson, U.S.N., at Wosung.
Palm, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. G. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.
Scindia, U.S. cruiser, 7,300 tons, Comdr. J. M. Miller, U.S.N., at Hong